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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY

USSR

REPORT

SUBJECT

Port Information: Odessa

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3. Hydrographic Notes and Climatic Conditions at Odessa No hazards to navigation were noted in or around Odessa Harbor.

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During the late December 1953 visit to Odessa some ice was encountered in the harbor, but this small quantity did not affect ship movements. the average time required for unloading a fruit ship during winter months is 10 days. The Soviet authorities usually claim that they cannot unload a ship for a few days after its arrival because the weather is too cold, but this delay is an excuse for not being able to unload because of lack of facilities.

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5. Relations with Soviet Shipping Officials and Longshoremen

[redacted] Soviet Shipping Agents, searchers, guards and laborers as friendly and efficient. [redacted]

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6. Labor Force

[redacted] only three longshoremen were normally used in each hold and at times one man operated two winches. Women were not used in the actual unloading but were [redacted] operating large mobile lifts on the pier.

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7. Pier Facilities Three cranes were [redacted] in operation on different occasions on the New Mole. All three were believed to be old and of US manufacture. [redacted] were [redacted] small jib cranes operating on tracks and the third crane was described as a large portal jib crane. All of the cranes were [redacted] electrically operated. [redacted]

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[redacted] Railroad cars operating on tracks on the New Mole received the remainder of the cargo. While some of the railroad cars were quite old, a number of very new cars, apparently of aluminum construction, were [redacted] on the pier. A large amount of coal was piled in the open on the New Mole, but the contemplated disposition of the coal was not known by the informants.

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8. New Construction in the Waterfront Area A large number of oil storage tanks were [redacted] in back of the Repair Basin or the Petroleum Harbor. The exact number and position of these tanks were difficult to judge, [redacted]

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[redacted] a masonry building near the Cabotage (or Coastwise) Harbor [redacted] was completed and, [redacted] it is five or six stories in height and is believed to be either a grain elevator or a warehouse.

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9. Merchant Vessels [redacted] at Odessa. Three oil tankers were [redacted] 50X1-HUM
 [redacted] in the Petroleum Harbor, [redacted] All three 50X1-HUM
 of these vessels were believed to be of Soviet registry. One of the tankers was
 [redacted] a very modern vessel of the type built in Germany and appeared
 to displace 16 to 18 thousand tons. One large, white Soviet passenger ship 50X1-HUM
 was tied up at the end of the Military Mole, [redacted]

[redacted] fresh water was available at the 50X1-HUM
 Quarantine Mole. 50X1-HUM

10. Naval Vessels [redacted] at Odessa. One large Soviet naval vessel, [redacted]
 [redacted] a light cruiser, was anchored just inside the breakwater,
 as shown on the overlay. Two vessels which appeared to be Soviet training ships
 for merchant seamen were berthed in the Pratique Harbor. Both vessels were old
 and one was a sailing vessel, while the other was described only as being steam-
 propelled. [redacted]
 [redacted] no other naval vessels with exception of a number of small patrol 50X1-HUM
 type craft. Some of these craft were [redacted] operating in the harbor, while others
 were berthed in the Pratique Harbor. 50X1-HUM

11. Floating Drydocks [redacted] no [redacted] floating drydocks in the
 vicinity of Odessa.

12. Military Installations No military installations, airfields, or large number of
 military or naval personnel [redacted] 50X1-HUM

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